City of San Jose

Coyote Valley Specific Plan

Community Meeting Summary
September 1, 2005
Coyote Creek Golf Club

Community Members Present

Larry Ames, Ana Angulo, Miguel Angulo, Pete Benson, Adele Boydston, Bob Boydston, Loren Burks, Jenny Chan, Frank Crane, Consuelo Crosby, Jo Crosby, Bob Eltgroth, Buzz Erend, Joseph Filice, Eric Flippo, Lisa Flippo, Tom Foster, Bob Grifall, Steve Godwin, Dave Higgins, Pete Khooshabel, Lucy Krantz, Fred Lester, Lee Lester, Linda Lester, Vic LoBue, Sue Ann Ma, Terry Macias, Chris Marchese, Mary Martinelli, Chris Mossing, Maria Nash, Kha Nguyen, Charlie Payne, Arlene Perusina, Dan Perusina, Daniel Phan, Ken Pusateri, Janet Pusateri, Paul Reimer, Don Roen, Peter Rothschild, Lillian Ruscitto, Paul Ruscitto, Gela Russell, Robert Sakauye, Annie Saso, Lowell Tan, Janet Thompson, Mike Thompson, Jerry Upshaw, Al Victors, Pat Williams, Ray Williams, and Ginny Yandow.

Task Force Members Present

Russ Danielson and Ken Saso.

Technical Advisory Committee (TAC) Members Present

Shanna Boigon (Santa Clara County Association of Realtors) and Kerry Williams (Coyote Housing Group).

City and Other Public Agencies Staff Present

Laurel Prevetti (PBCE), Sal Yakubu (PBCE), Susan Walsh (PBCE), Mike Mena (PBCE), Sylvia Do (PBCE), Regina Mancera (PBCE), and Dave Mitchell (PRNS).

Consultants

Doug Dahlin (Dahlin Group), Roger Shanks (Dahlin Group), Stephanie Chang (Dahlin Group),

Paula Buzatu (Dahlin Group), Mercedes Trujillo (Dahlin Group), Paul Barber (KenKay Associates), Cindy Wu (KenKay Associates), Darin Smith (EPS), Jim Thompson (HMH Engineers) and Eileen Goodwin (Apex Strategies).

1. Welcome and Introductions

The meeting convened at 6:30 p.m. with Eileen Goodwin of Apex Strategies welcoming everyone to the Coyote Valley Specific Plan (CVSP) community meeting. A show of hands indicated that about 30 community members attended the last community meeting held on May 26, 2005. About ten (10) were first time attendees.

2. Agenda and Process Overview

Eileen reviewed the agenda and explained that the purpose of the meeting was to continue to discuss the Land Use Plan Concept (Plan Concept) refinements. Ten tables were set up to facilitate the discussion. The goal was for community members to learn more about the development of the Plan Concept and the refinements of three composite planning areas: Areas A, B, I and K; Areas B, C, D, E, F, and H; and Areas G, J, K and L.

Laurel Prevetti, Deputy Director of the Planning, Building and Code Enforcement (PBCE) Department, welcomed everyone to the meeting. She provided background information regarding the CVSP. The City Council initiated the CVSP process in August 2002. Since then, the CVSP Task Force has reviewed Coyote Valley's existing conditions and developed land use concepts. It is anticipated that the CVSP would be submitted to the Council for consideration in 2006. The City has done public outreach through Task Force, Technical Advisory Committee (TAC), community, property owner, and focus group meetings. Laurel reviewed the Council's Vision and Expected Outcomes. She mentioned that additional information regarding the CVSP is available on the CVSP website.

Community members provided the following questions and comments:

- In regards to an August 30, 2005 Morgan Hill Times article indicating that the CVSP is on the "fast track," how will 5,000 residential units be built by 2008? *Laurel explained that the Council would not make a decision until the final environmental impact report (EIR) is completed in 2006. Implementation f the CVSP will take a long time, even after the Council takes action on the plan. The City will still need to annex much of the land and obtain approval from other governmental entities before major development takes place. The timing and phasing of jobs and residential units is still an open discussion.*
- Are the General Plan triggers still in place? *Yes. The General Plan triggers currently require that 5,000 jobs be in place before any residential units can be built. The General Plan also requires that*

the City must be in strong fiscal health. The Council cannot change the triggers or any other part of the General Plan until the EIR is completed.

3. Refinements to the Land Use Plan Concept

Doug Dahlin, with Dahlin Group, provided an overview of the Plan Concept refinements. The CVSP is proceeding on parallel tracks with the development of transportation, timing, schools, parks, affordable housing, and Greenbelt issues.

The alignment of the fixed transit guide-way has been improved to increase accessibility to work nodes along Monterey Road. The new alignment also goes southward down the middle of Santa Teresa Boulevard before diverging into a southwesterly direction to the core of the Palm Canyon planning area. The new transit alignment will intensify the workplace and mixed-use areas located along Santa Teresa Boulevard. Road connections include the Parkway and a traditional grid system within each neighborhood. Numerous over- and under-crossings allow the Parkway and Monterey Road to remain permeable. The grid system will be of low- volume capacity and consists of small blocks to encourage walkability. The grid system is also designed to focus land uses on amenities such as transit, parks and the lake. Additionally, neighborhoods will also be connected by a comprehensive system of transit, and pedestrian, bicycle and equestrian trails. KenKay Associates, a CVSP land planning and urban design consultant, has been working on the landscape and urban design details of intersections and connections.

The City has been meeting with the Morgan Hill Unified School District (MHUSD) to discuss school-related issues. The City and District have agreed on student generation rates, grade configurations, student populations, and school site acreages. The Plan includes sites for nine elementary schools, two middle schools and two high schools on one collegiate-style campus. There would be 600-student elementary schools on 9-acre sites and 800-student middle schools on 15-acre sites. The grade configurations would be K-6 elementary schools, 7-8 middle schools, and 9-12 high schools. There would be two-story elementary and middle schools, and three-story high schools. Although the schools would be on smaller building footprints and have reduced parking and roads, the schools would still conform to state guidelines for hard courts and playfields. The elementary schools would be designed for walking, and the middle and high schools would have access to transit. The high school would have minimum and structured student parking. The City and MHUSD still need to resolve issues regarding the shared use of playfields and the collegiate-style high school campus.

Doug reviewed the development timeline for the first CVSP phase. The first phase includes eight increments, which do not represent years. Increment 0 allows the northerly area along Santa Teresa Boulevard and the area by the Bailey Avenue interchange to be developed without further investment in infrastructure. Increment 1 begins the development of the lake and Core area. Increment 2 brings in early residential development around the northerly direction of the transit system. The latter phasing increments would continue development along the transit spine along

Santa Teresa Boulevard, and connect the Parkway to Monterey Road and the Coyote Creek Golf Drive interchange.

Doug indicated that tonight's community meeting would allow community members to look at planning areas along the transect, east of Monterey Road, and west of Santa Teresa Boulevard at 1:500 scale.

Breakout Workstations

Ten workstations were set up to gather input from community members. One table, the history table, provided background information for newcomers and others who have not regularly followed the CVSP process. The remaining nine tables were organized in three groups, each devoted to one composite planning area. Participants rotated through all three planning areas, spending about 15 to 20 minutes at each.

Community members provided the following questions and comments:

a. Gateway Transect – Planning Areas A, B, I and K
   - What type of development is planned near the intersection of Bailey Avenue and Santa Teresa Boulevard?
   - What is the character of the Core area? Will it resemble New York City?
   - Why is it a grid system in the Core area? Can the streets be more curved like the Parkway?
   - How will parking reduction work? The reduced residential parking in Downtown San Jose has really caused a problem.
   - What types of recreational activities will be permitted in the lake?

b. East of Monterey Road – Planning Areas B, C, D, E, F and H
   - What are the existing lot sizes? Are the adjacent residential units going to be one-story single-family detached units?
   - Will the Police Department's training facility near the Hamlet be dislocated?
   - Would like more details on trails and connections along Coyote Creek.
   - Would like adequate urban services and neighborhood parks along the eastside of Monterey Road.
   - Concerned that flooding on Monterey Road would impact new development.
   - The Coyote Creek floodway capacity should be increased to minimize flooding.
   - Need better access from east side of Monterey Road to the west side and Core area.
   - There should be more mixed-use and commercial uses near the Cisco Systems and Calpine workplace area.
   - Recommended having park and ride lots throughout the Plan, particularly at the Bailey Avenue and Coyote Creek Golf Drive gateways.
   - Will the phasing sequence be prescribed or will there be flexibility about who builds where and when? Will the area east of Monterey Road be required to wait?

c. West of Santa Teresa Boulevard– Planning Areas G, J and K and L
   - Is Palm Avenue terminated before it reaches Monterey Road?
   - Will Palm Avenue extend up into the west foothills?
   - Will development occur in the surrounding hills?

d. General
   - What are the biggest problems you see with the Plan at this point? What are the biggest challenges left?
   - Will eminent domain be used in Coyote Valley?
   - How will the roundabouts work?
   - How much time will be added for bicyclists traveling between San Jose and Gilroy? Many bicyclists are currently using Santa Teresa Boulevard.
   - Mountain View, Los Gatos and Morgan Hill are examples of destinations for recreational bicyclists. Where do you see such a place in Coyote Valley?
   - Are there equestrian connections?
   - The current intersection at Monterey Road and Palm Avenue is hazardous. The southbound U-turn sensor does not sense bicyclists. The pedestrian buttons at the same intersection violate the American with Disabilities Act.
   - Will property owners be allowed to develop at higher densities than shown on the Plan?
   - Aside from public land uses, will properties with higher land use values compensate for those with lower land uses values?

4. Infrastructure Considerations and Q&A with Jim Thompson (HMH Engineers)

Eileen had a question and answer session with Jim Thompson of HMH Engineers, a civil engineering consultant for the CVSP. Jim answered the following questions:

- As a civil engineer for the CVSP, how do you start a project like this? *The very basic work plan was to start with the general goals of the project and the Council's Vision and Expected Outcomes and apply this to each utility system and facility. This was essentially the mission statement.*
- What was the first step? *The first step was to identify the project's environmental considerations, which included physical and environmental or regulatory considerations. This information was then compiled into the project's geographical information system (GIS) database. Once this was completed, we were able to analyze and understand what and where the constraints were for each system in the project area.*
- What is one of the most significant issues or constraints? W*ater was one of the most significant issues. There is a lot of water in the winter and not enough in the summer. There are approximately 1,100 acres of effective flood plain in the project area out of the 3,500 acres, or about one-third of the project area. The ground water in certain locations is very high. In terms of water*

supply, the Coyote Valley ground water sub-basin is of a limited size. Under extended drought conditions, we need to consider all sustainable sources of water in the development of the water supply program.

- What was the next step? *The next step was to prepare objectives for each utility or facility systems, and to compile the general applicable regulations and criteria that apply to each of the systems. There are multiple regulations and requirements that apply to each system, and in many instances, we have conflicting requirements. From there, we were able to combine the project's vision documents with the project constraints and combined regulations with the criteria to develop the system concept plans.*
- What is a system concept plan? *A system concept plan is a general layout or concept that depicts the major components for each system. For instance, concept plans were developed for the composite core infrastructure, which included transportation and circulation, hydrology and flood control, storm drainage, sanitary sewer and wastewater, potable/drinking water, recycled water, electricity, natural gas, and communication services. The concept plans also include technical memoranda, statements of purpose, objectives, criteria, and regulatory considerations.*
- Engineers are notorious for cost estimates. Was a cost estimate prepared for the CVSP? *Yes, an estimate of probable construction costs was developed for each facility comprised in the core infrastructure. The components listed in the technical memorandum described previously are included in the estimate and became the foundation for which each of the estimates was developed. The estimates are categorized by standard major components, with specialty items listed separately. As in all engineer's estimates, a contingency factor was applied that reflected the level of development and/or precision of the plan. In addition, a factor has been added to each component cost to allow for costs related to potential offsite mitigations.*
- Do you expect the estimate to change? *Yes. As the plan develops and becomes more refined, the assumptions cost analyses are updated as well. With each successive update, we trend cost estimates with previously prepared estimates to document the impact of each revision.*
- What makes a "good plan" from an engineering perspective? *A good plan is one that is not too fixed or rigid, but is flexible and adaptable to changing regulatory requirements or implementation plans. It is important to remember that this plan will take approximately 30 to 40 years to reach ultimate build out. Another key element is that all of the systems need to work together. A good plan is one that has the ability to be sequenced or built in efficient increments. If a plan requires the entire set of infrastructure to be constructed at once, it would not be adaptable, flexible or feasible, particularly for a plan of this size and complexity.*
- What are some of the considerations that are used in developing a plan for bringing on infrastructure, such as road and water lines, in an efficient way? *One of the key considerations is identifying the limitations and capacities of each of the existing systems. Another consideration is at what rate would development occur. Rates were developed from absorption information developed by Economic and Planning Systems (EPS) and the CVSP staff and consultant team. A diagram was then prepared for the project that considered each of the systems at each increment under the demands associated with the absorption rates generated by the project team. Another consideration was trending the cost estimates for each increment against the potential revenue created by the development increment.*
- The CVSP talks about multi-functional facilities. What is one example of a multi-functional facility? *Fisher Creek, the lake, and other components of the storm drainage and flood*

control system are examples of multi-functional facilities. Different parts of the Fisher Creek realignment design have different functions. Portions of Fisher Creek are designed to transport normal stormwater levels. Fisher Creek also includes floodplain areas such as wetlands and riparian zones. Other parts of the Fisher Creek realignment design are purely for water quality purposes. Fisher Creek is a geomorphic design where several different staged areas are designed for different flow rates. For instance, the low flow channel is for two-year flood events, the area below the riparian bench is for 10-year storm events, and floodplain and water quality areas are for 100-year events. Outside of Fisher Creek, hydrograph modifications maintain the storm hydrograph in lower storm events to predevelopment conditions so that areas outside of the project are not exerting more work or energy on existing rivers and streams. The lake and Laguna Seca provide other multi-functional aspects to the overall storm drainage and flood control system.

Eileen asked for questions and comments, and received the following from the audience:

- What is infrastructure cost estimate? *Excluding costs for public land acquisition, the preliminary composite core infrastructure cost is estimated to be $950 million. Including costs for public land acquisition, the preliminary composite core infrastructure estimated cost is $1.5 billion.*
- If major infrastructure needs to go in early, how will financing work for the initial development? *Darin Smith, with Economic and Planning Systems (EPS), explained that EPS has been working with HMH Engineers to ensure that there is enough land and development capacity to support the infrastructure. Every time the infrastructure plan changes, they need to make sure that the plan is financially feasible. Jim indicated that the construction of a four million gallon water tank was recently completed in Coyote Valley. Four pump stations were constructed along Monterey Road to support the Coyote Valley Research Park (CVRP). There is a 40-inch sewer line that runs down Santa Teresa Boulevard, and a 54-inch direct bore that goes through Tulare Hill to provided sewer service for Coyote Valley to Alviso.*
- What is elevation of the lake's surface and the elevation of the existing water table? What is the elevation of the canals as they cross the streets? Does not want levees. *Jim explained that levees are not being planned for the CVSP. The lake's existing flood elevation is 250 feet above sea level. The lake's seasonal level is planned at 246 feet above sea level, with a four feet surcharge for flood storage in the 100-year flood event. The elevation of the existing groundwater table varies, but the seasonal high is seven feet below grade, which is 243 feet above sea level.*
- Recommended relocating the Morgan Hill charter school and reserving that area for a signature workplace building. That area will help attract major businesses since it is adjacent to transit, parks and the lake.
- How much time would the project add to the schedule for VTA bus route 68? Route 68 is the second most used route in Santa Clara County. How much time would be added for bicyclists going between San Jose and Gilroy? Would like these issues to be addressed in the environmental impact report (EIR). *Jim explained that the consultants are currently working on the traffic model. These issues will be addressed in the EIR.*
- The Coyote Valley project area is 3,400 acres (excluding the Greenbelt area). How big is Downtown San Jose? Are there other similar examples in the United States where a Greenfield has been successfully built-out for 3,300 acres of mixed-use development? *Laurel*

stated that Downtown San Jose is smaller than Coyote Valley. Doug indicated that although there are other examples of large-scale development, they tend to not have dense, mixed-use development like the CVSP. The planned community in Reston, Virginia is an older example of a higher density, mixed-use development surrounding a lake.

- The CVSP team has used Summerlin, Nevada as an example of a large-scale mixed-use community. Isn't Summerlin a retirement community? *Doug explained that although there are two retirement communities in Summerlin, it is also a large employment center.*
- Concerned that little development will take place east of Monterey Road during the first eight phasing increments. The area has been annexed into the city since the late 1950s.
- There needs to be more details for the Greenbelt before the City tells the public that South Coyote Valley is for agricultural uses. The Greenbelt should be addressed, not ignored. *Eileen stated that the Greenbelt meeting would take place on September 7, 2005.*

5. Next Steps/Adjourn

Eileen thanked everyone for participating in the community workshop.

The meeting was adjourned at approximately 8:30 p.m.